

Western Pacific Railroad 707

Road Freight Locomotive

Locomotives like the 707 represent a major shift in the evolution of the diesel-electric locomotive. The first diesels to replace steam locomotives in large numbers were mostly “carbody” type engines, where the body was full width, with no walkways, and the form was often streamlined. An excellent example of this style of locomotive is the Western Pacific 805A passenger engine.

Beginning in the 1940s, however, locomotive builders began putting narrow hoods on their larger locomotives, creating motive power suitable for mainline freight trains, but having the visibility to allow its use as a switching engine. This “roadswitcher” body quickly became the dominant style for freight locomotives, one which continues today. The 707 represents the first model made by the Electro-Motive Division of General Motors using this style, and was part of the first order of such locomotives delivered to the Western Pacific.

The 707 and her sisters had long careers on the Western Pacific, their versatile and rugged design proving its worth. Most would serve until after the Union Pacific merged the WP in December 1982.

The large round object on the end of the 707’s hood is a longtime WP trademark: a large, single bulb headlight made by the Pyle National company. Nearly all non-streamlined WP locomotives were built with these lights until 1967.

builder

Electro-Motive Division
of General Motors

built

October, 1952

type

GP7

horsepower

1500

serial number

17031

original cost

\$170,922.00

top speed

65 MPH

operating weight

251,700 lbs

acquisition

donated by Union Pacific